

Figure 1 Flight Path Intercept Procedures

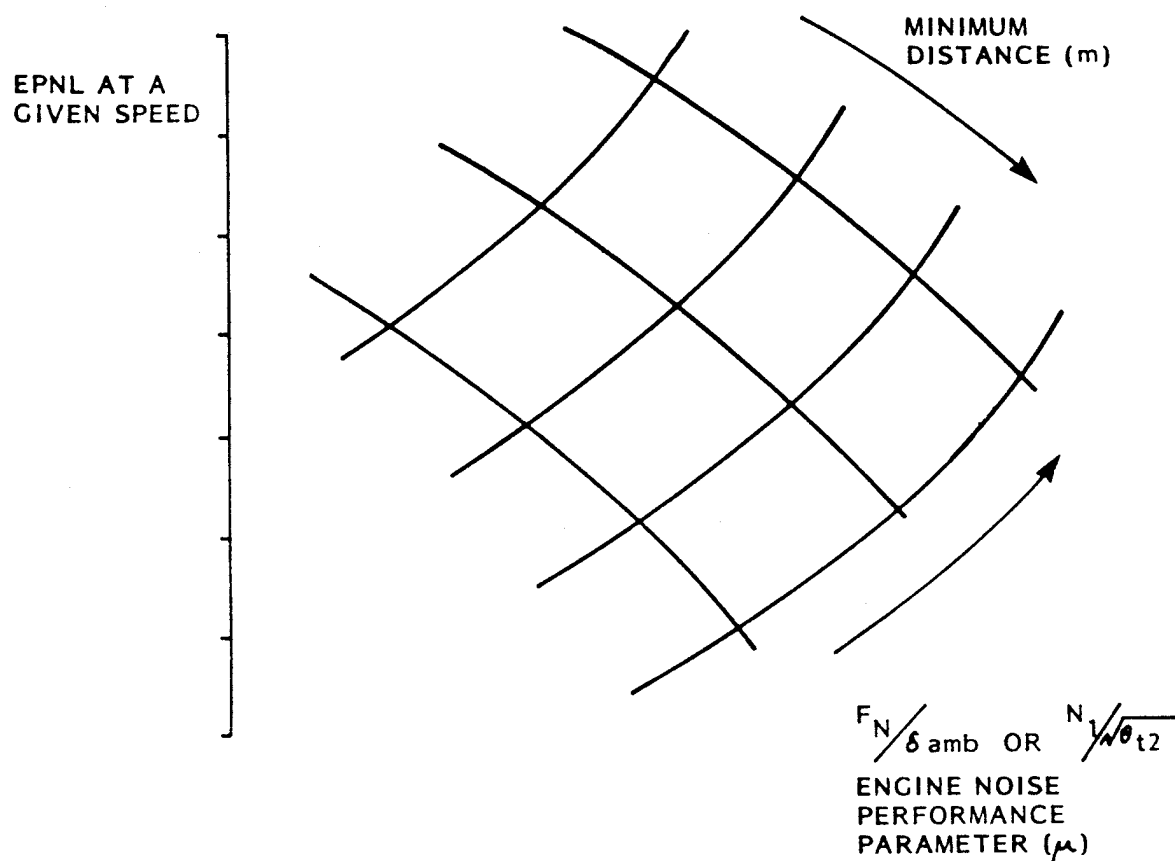


FIGURE 2

Form of NPD plot for turbo-jet or turbo-fan powered aeroplanes

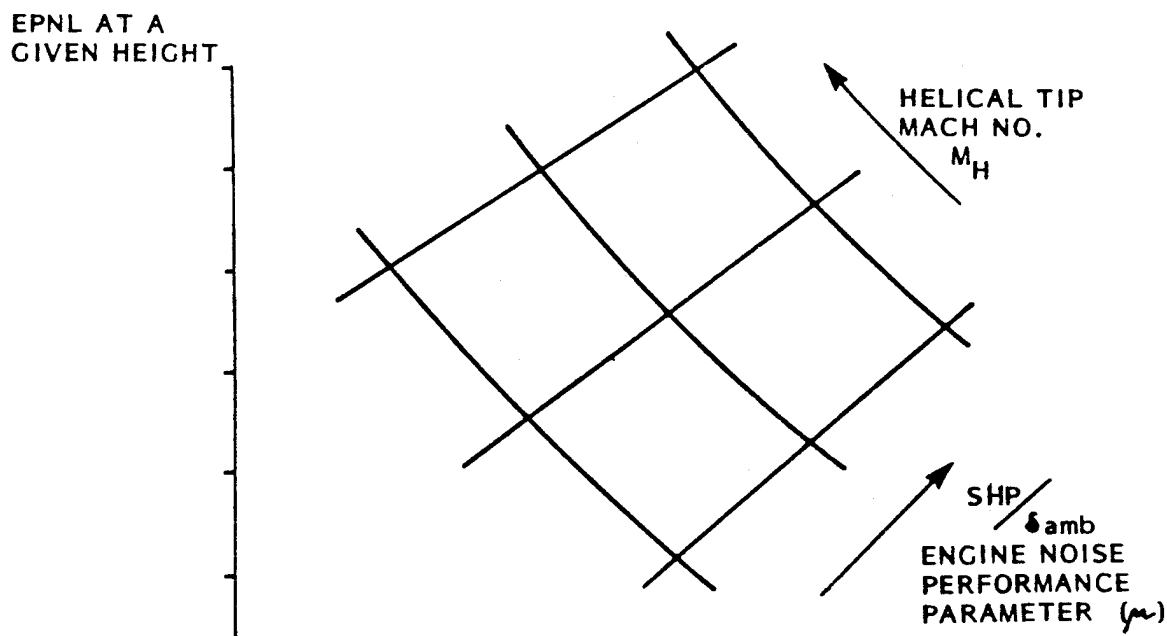
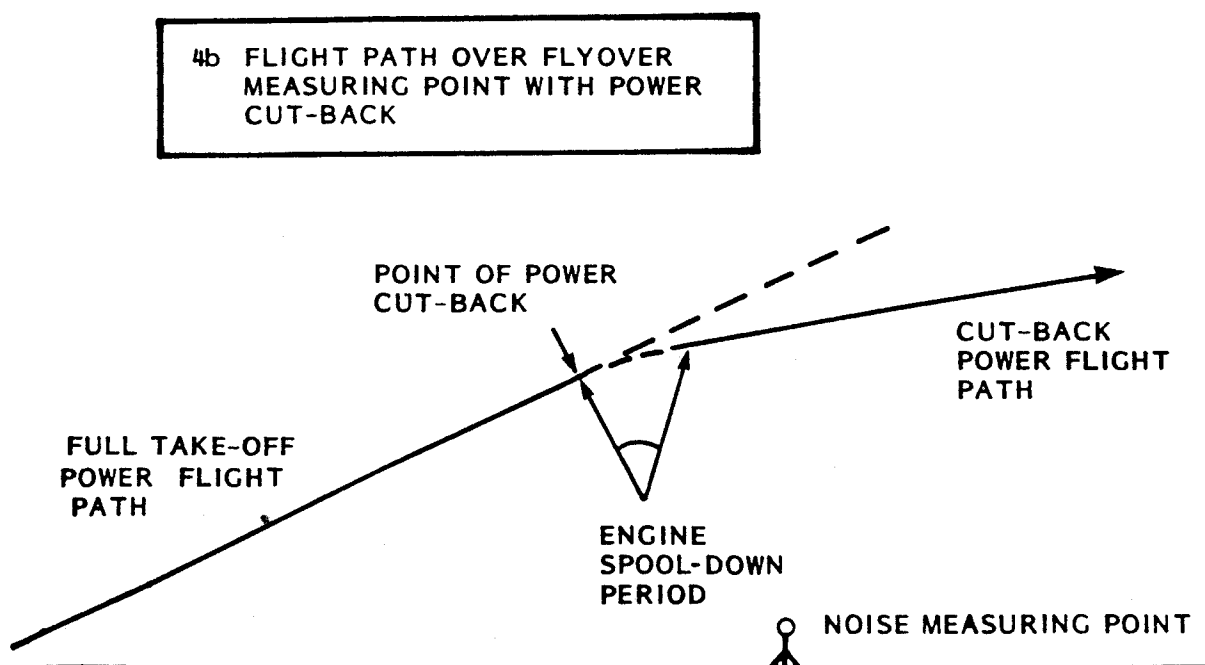
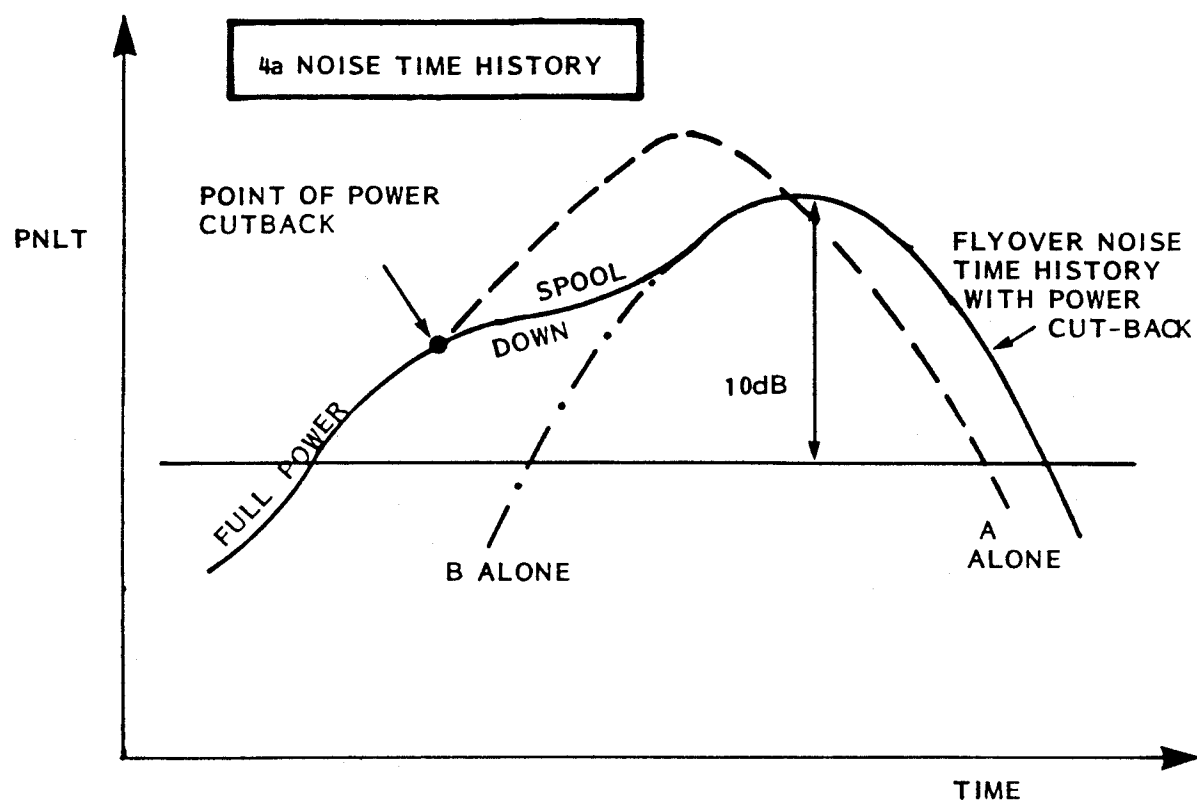


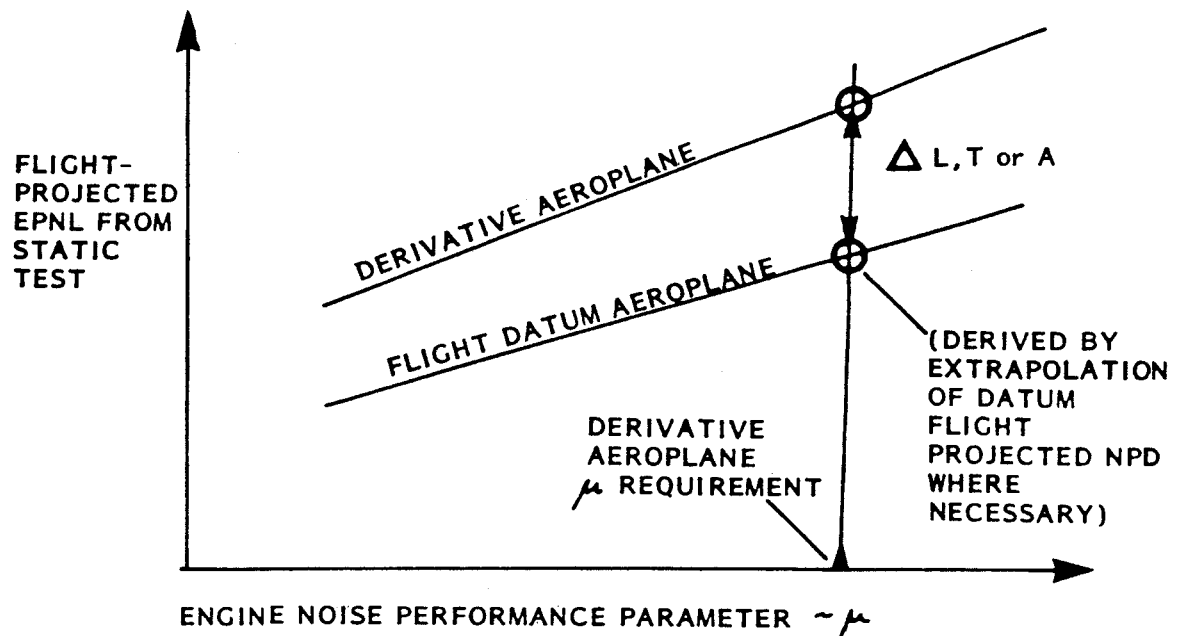
FIGURE 3

Form of NPD plot for propeller driven heavy aeroplanes



**FIGURE 4**

**Computation of cutback-takeoff noise level from constant power tests**



#### DEFINITIONS

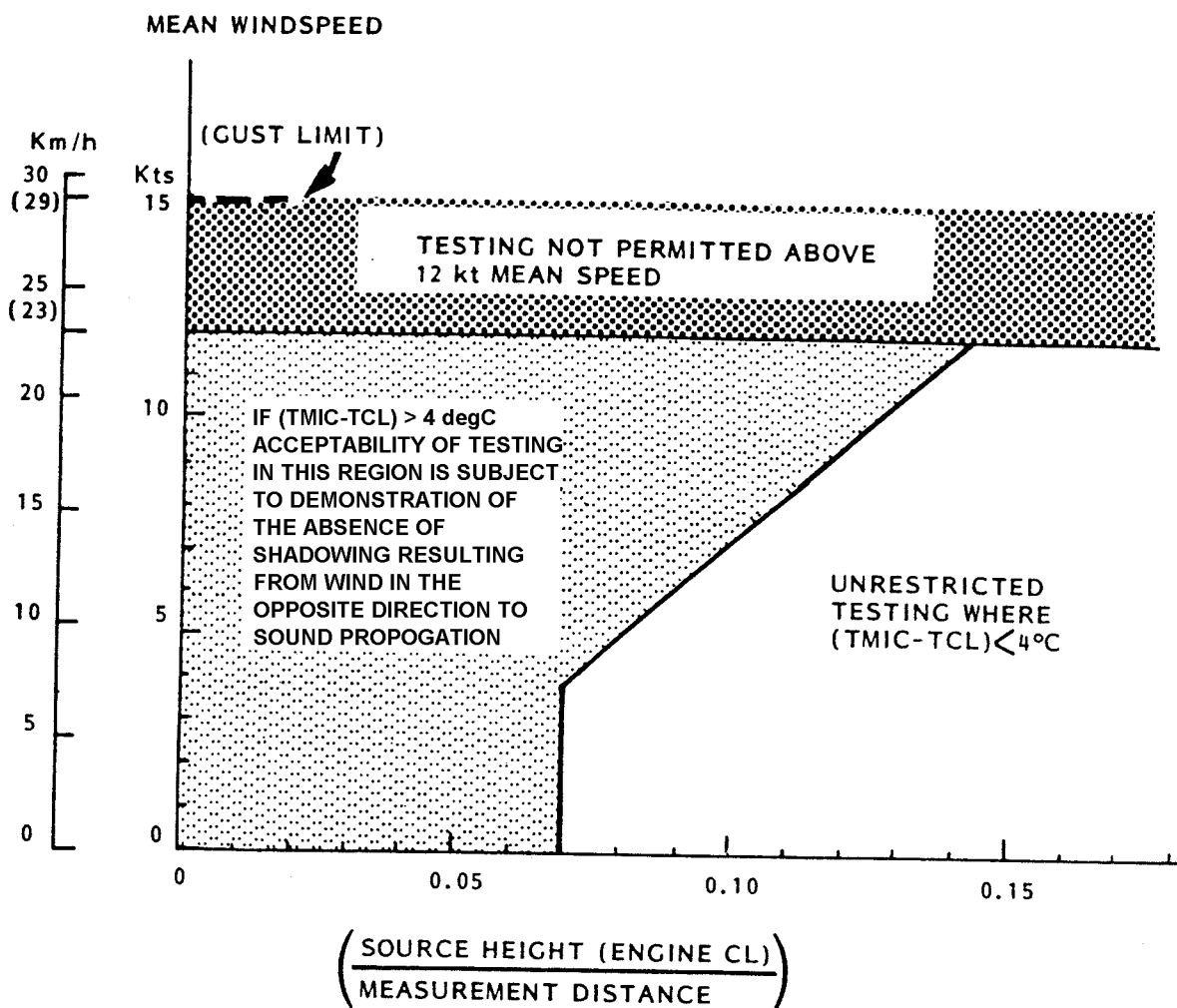
- $\Delta_L$  = DIFFERENCE BETWEEN FLIGHT DATUM AND DERIVATIVE AEROPLANE EPNL AT THE POWER REQUIREMENT OF THE DERIVATIVE AEROPLANE AT THE LATERAL CONDITION
- $\Delta_T$  = DIFFERENCE BETWEEN FLIGHT DATUM AND DERIVATIVE AEROPLANE EPNL AT THE POWER REQUIREMENT AND ALTITUDE OF THE DERIVATIVE AEROPLANE AT THE TAKE-OFF CONDITION.
- $\Delta_A$  = DIFFERENCE BETWEEN FLIGHT DATUM AND DERIVATIVE AEROPLANE EPNL AT THE POWER REQUIREMENT OF THE DERIVATIVE AEROPLANE AT THE APPROACH CONDITION.

#### LIMITATIONS

- (i)  $|\Delta_L| + |\Delta_T| + |\Delta_A|$  SHALL NOT EXCEED 5 EPNdB
- (ii)  $\Delta_L, \Delta_T$  or  $\Delta_A$  SHALL NOT EXCEED  $\pm 3$  EPNdB INDIVIDUALLY.

FIGURE 5

Limitation on the use of static test where no validating flight test data exist



NOTE

TCL = TEMPERATURE AT ENGINE CENTRELINE HEIGHT

TMIC = TEMPERATURE WITHIN  $\pm 5\text{MM}$  OF GROUND  
MICROPHONE DIAPHRAGM HEIGHT

FIGURE 6

Weather criteria for use with ground microphone installations

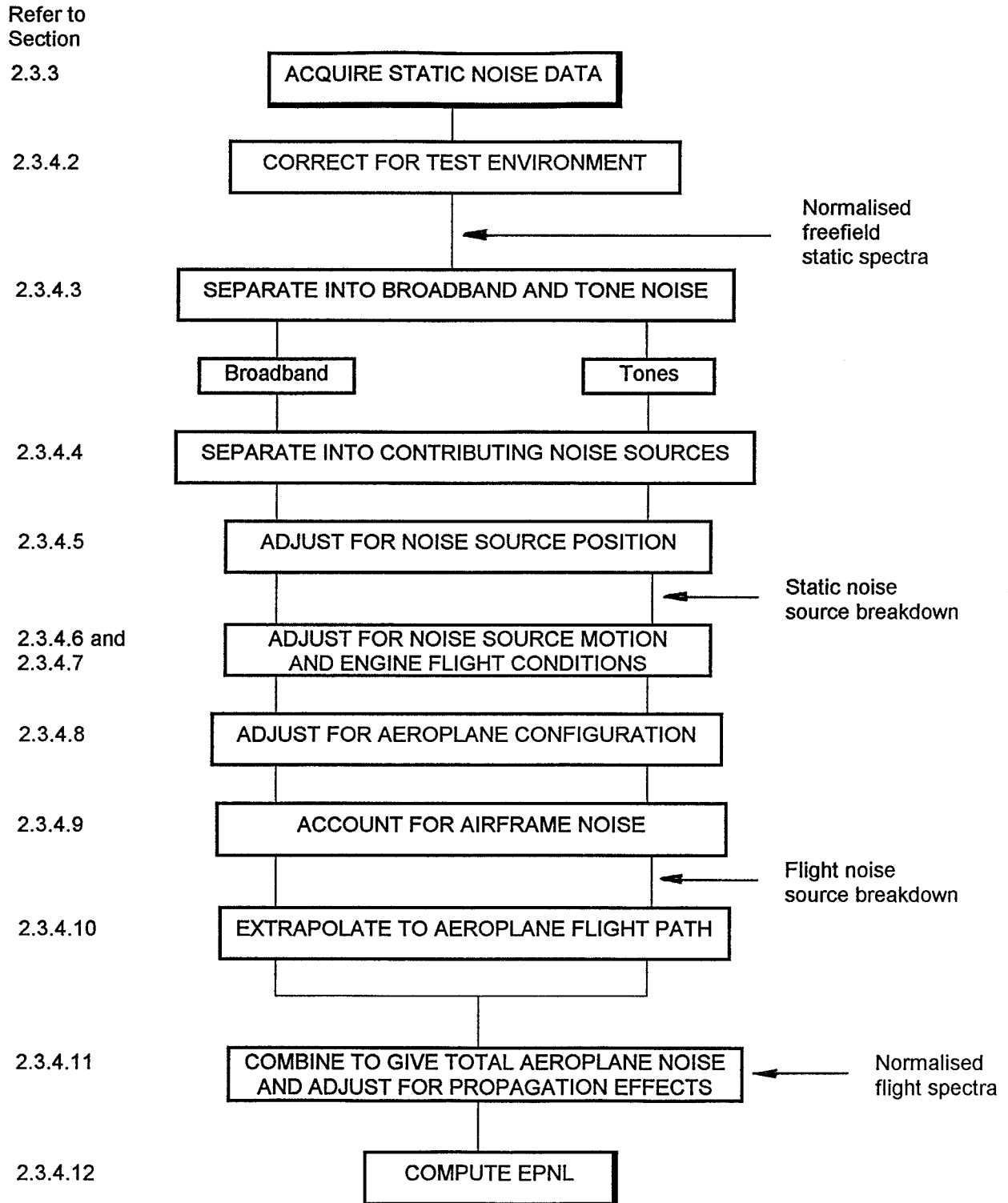


Figure 7  
Generalised projection of static engine data to aeroplane flight conditions

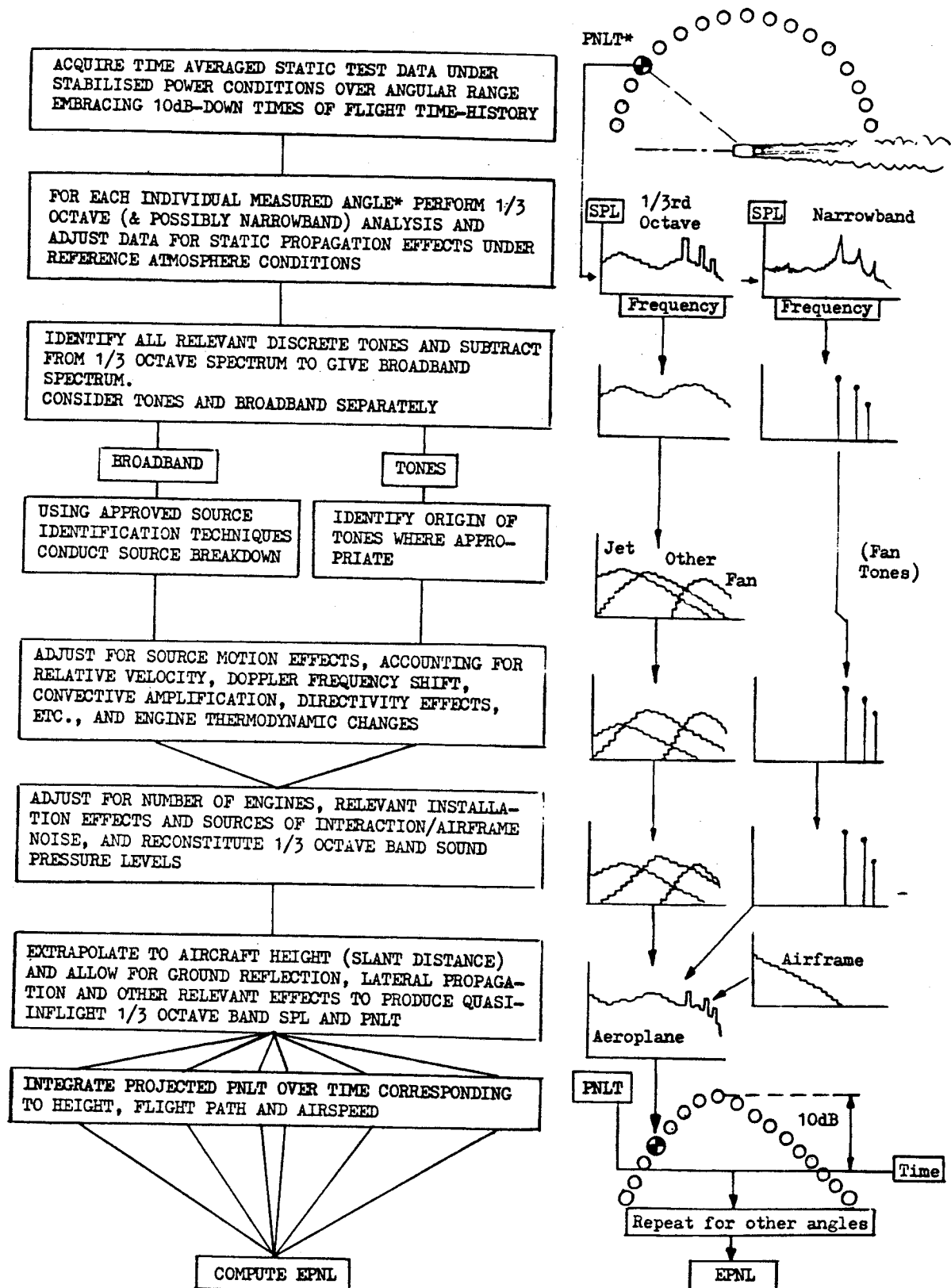


Figure 8  
Example procedure for projection of static engine data to aeroplane flight conditions

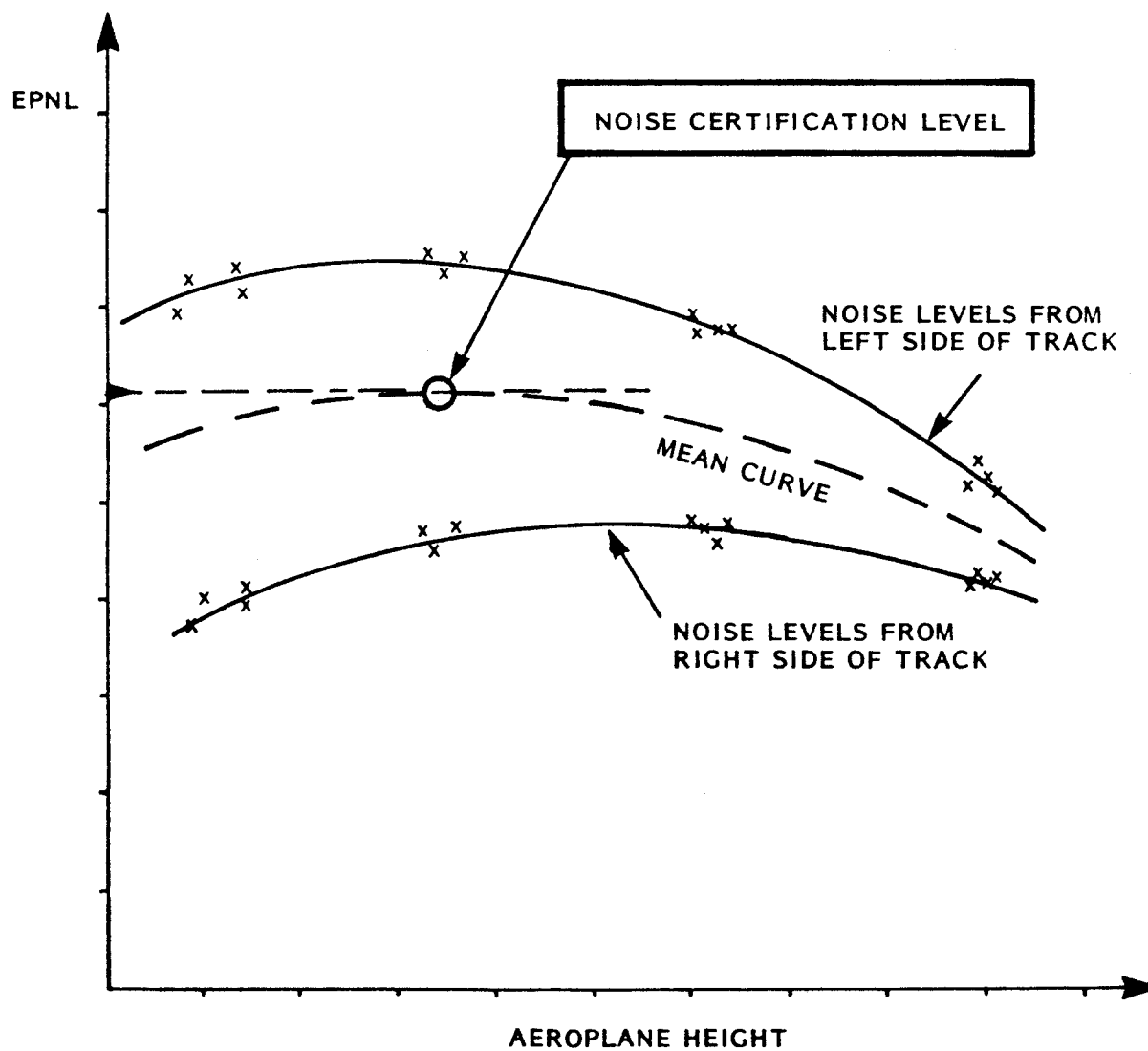


FIGURE 9

Typical lateral noise data plot for a propeller driven heavy aeroplane



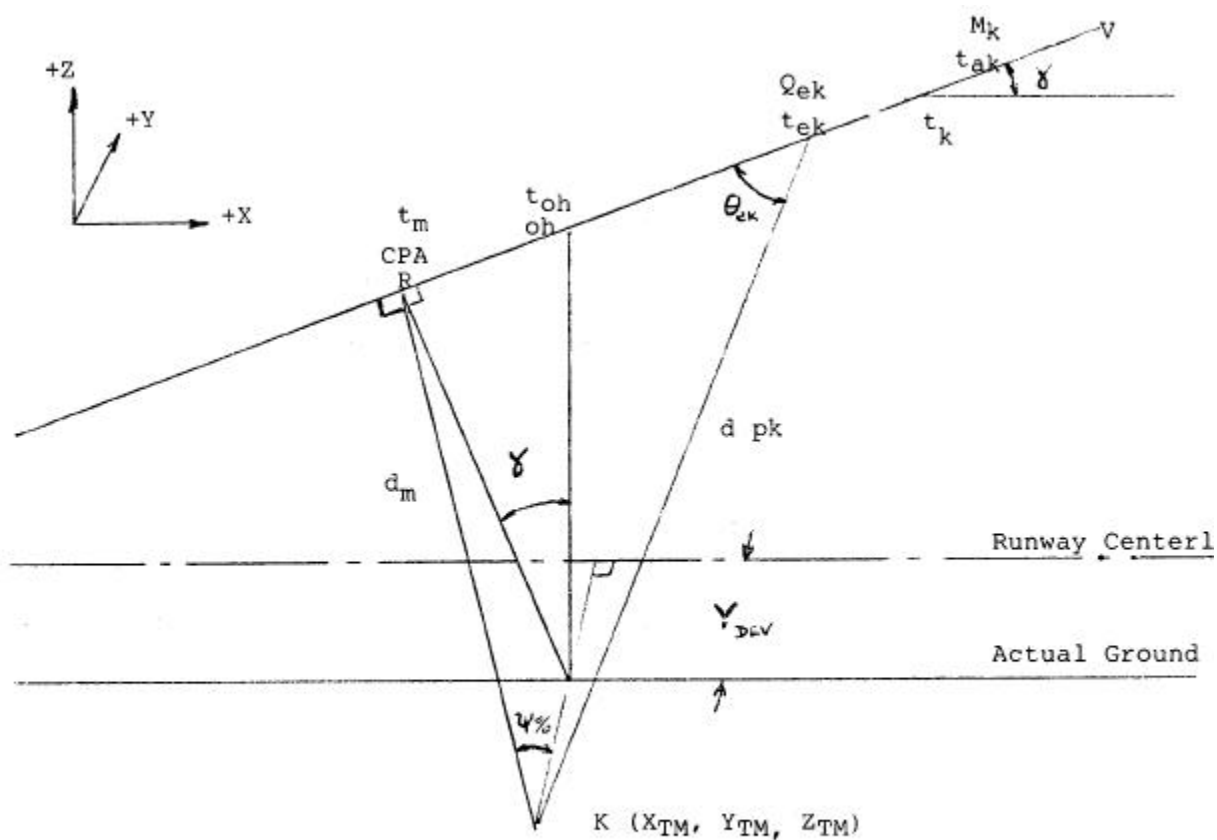


FIGURE 10 GEOMETRY FOR INTEGRATED PROCEDURE

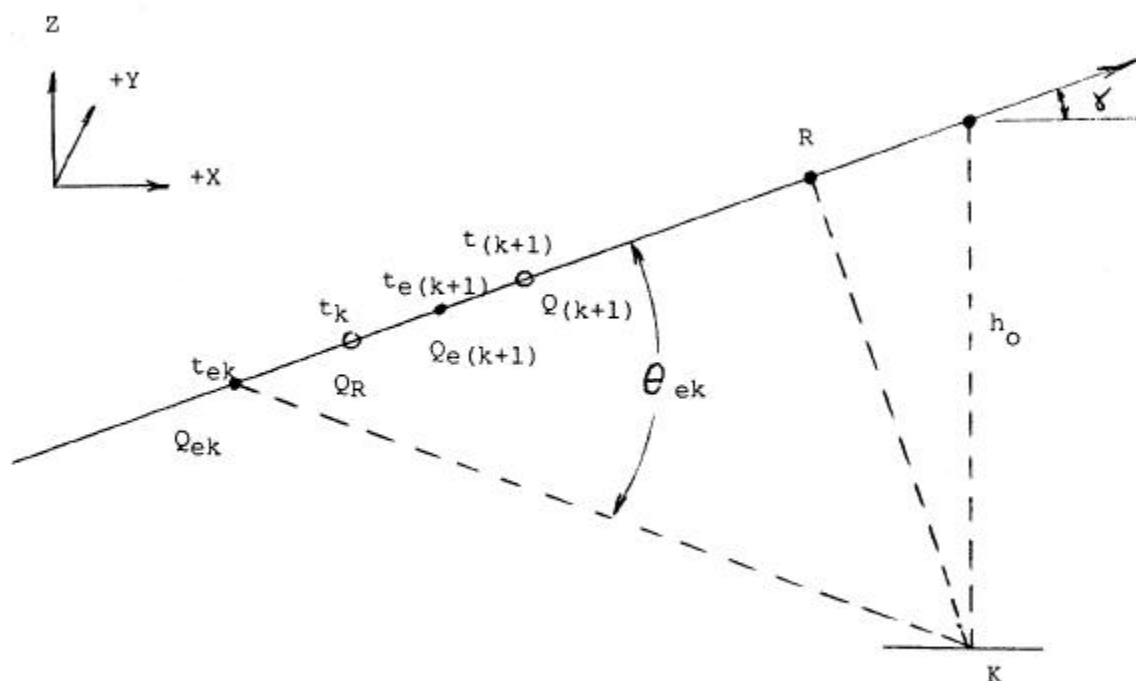


FIGURE 11 RELATIVE TIME PERIODS FOR INTEGRATED PROCEDURE

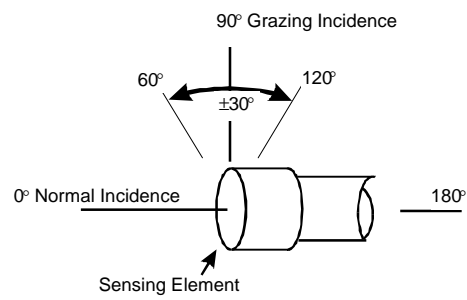


Figure 12 : Illustration of sound incidence angles on a microphone

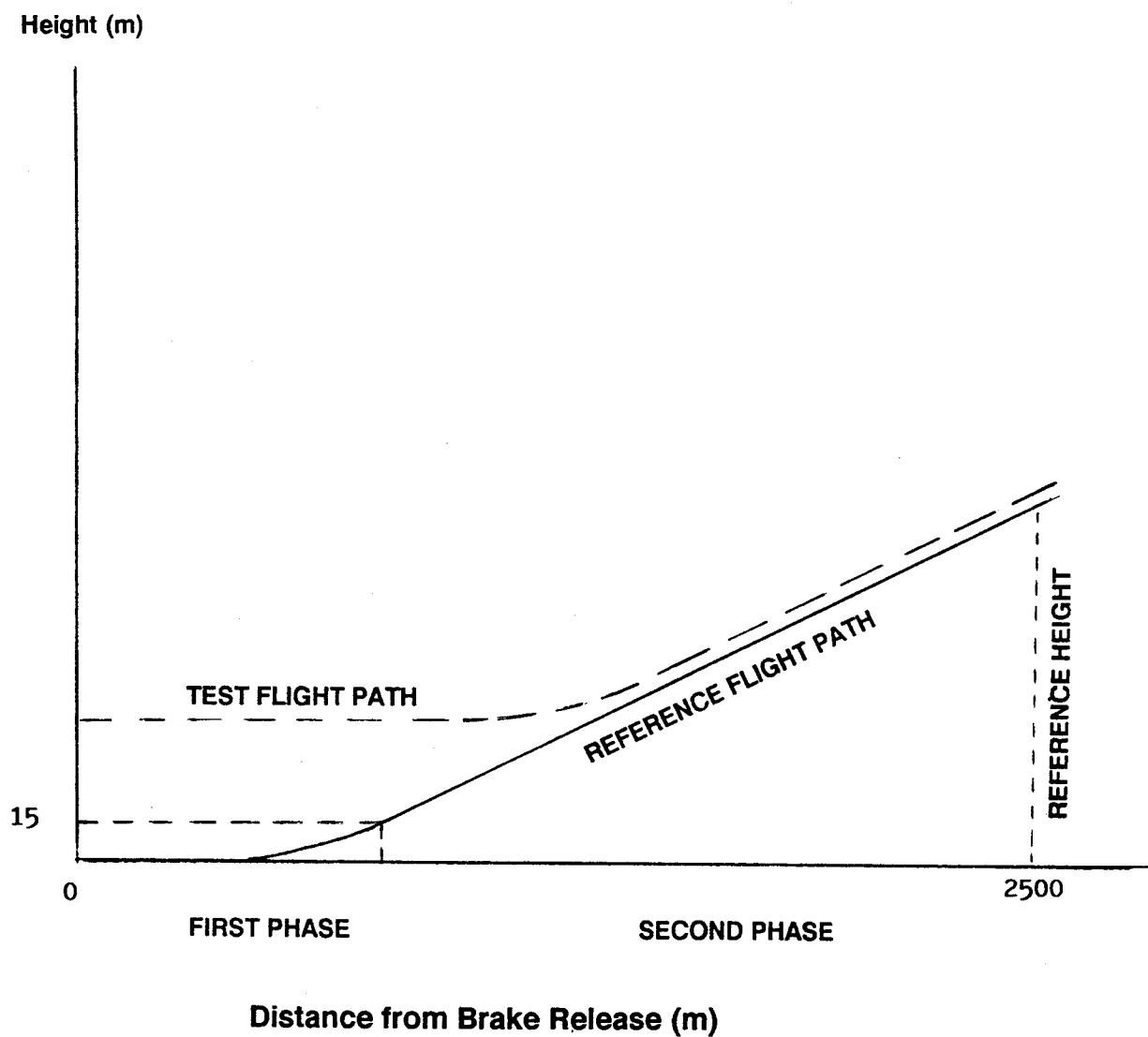


Figure 13 Typical Test and Reference Procedures

Figure 16 Radar Position Tracking System

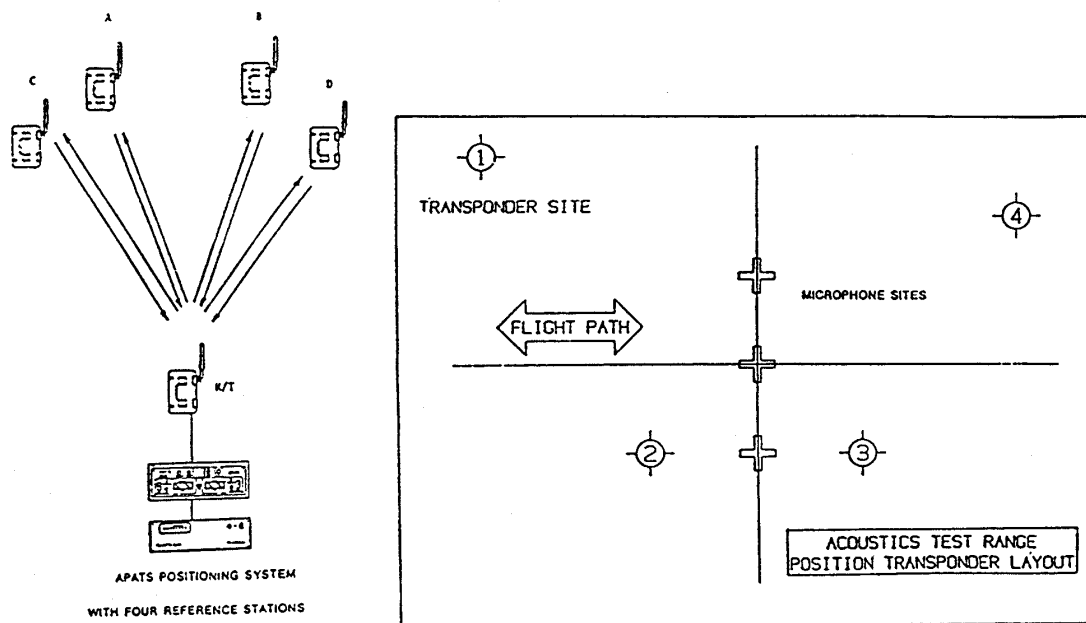
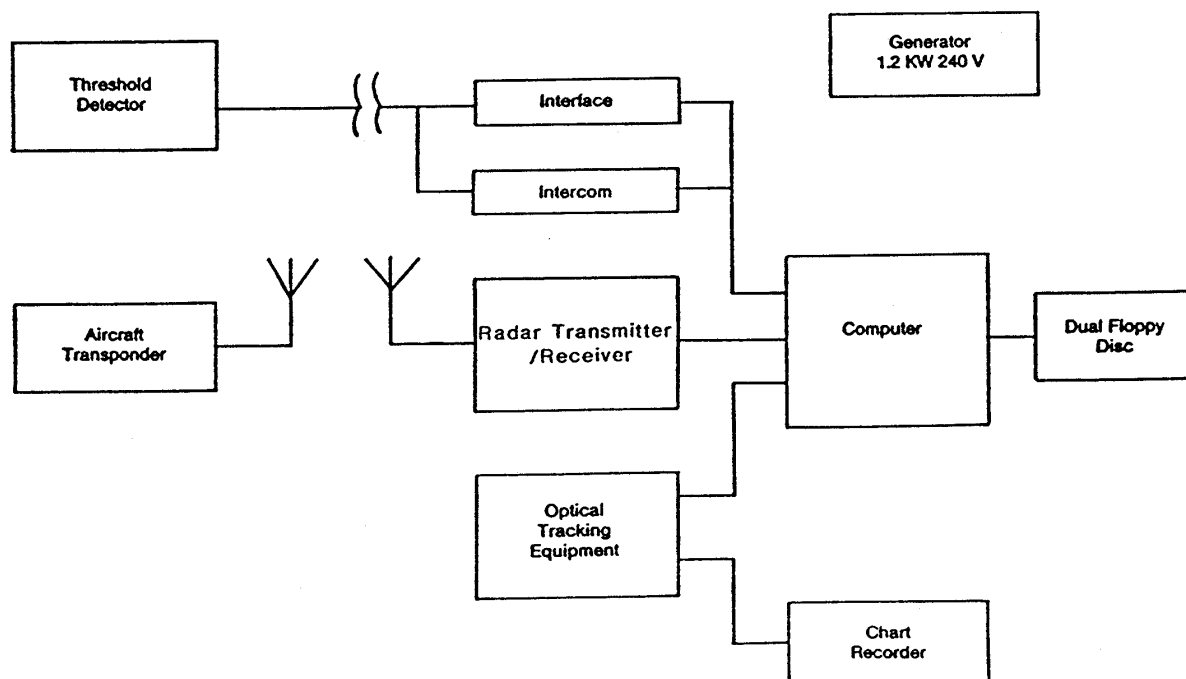
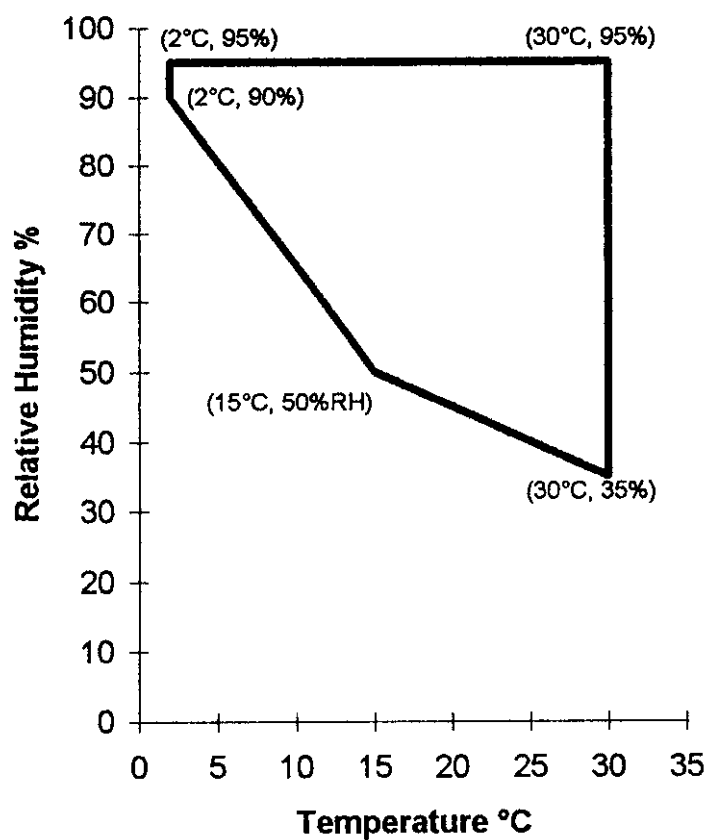


Figure 17 Radar/optical Position Tracking System





ANNEX 16, CHAPTER 8 "ZERO ATTENUATION ADJUSTMENT WINDOW"

FIGURE 16

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